# ATLAS RAILROAD CONSTRUCTION CO.

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January 26, 2009

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Reference: Track Reconstruction from Ulrichsville , Ohio to Vail Mine

Subject: Atlas Proposal # 9244

Dear Mr. Jamison,

Pursuant to the above referenced subject and our meetings the week of May 12, 2008, please find an in-depth study of current track roadbed conditions along with an updated budget proposal to reactivate the line.

If you have any questions pertaining to the above, please feel free to contact me at 724-228-4500, ext 130.

Sincerely
Atlas Railroad Construction Co.

*Gregory Susko*

Gregory Susko
Vice President

***01/26/2009***
***2:29 PM***

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## *Area #1 – Connector Track*

The northern most section of the Railroad between West First Street and the Diamond for the Ohio Central Railroad is intact. The connections on both the east and west ends have been removed. This proposal provides costs for installation of the west leg, approximately 1070 TF, of the wye only. The east leg cost would be slightly less than the cost of the west leg as the turnout would be installed further north on the Vail main. Shown below is a picture of the proposed west leg taken from the Ohio Central Railroad facing east.

Connector Track

**The next picture was taken from the existing #10 turnout looking north.**

The work required would be:

- Clear and grub the area between the proposed turnout on the Ohio Central Railroad and West First Street. All brush to be chipped and left onsite.
- Grade the roadbed to establish and form subgrade for track construction.
- Provide positive drainage by sloping grade away from track area into appropriate drainage conduits.
- Furnish and install approximately 1,070 feet of 132# RE railroad track.
- Furnish and install two, each #10 turnouts. The picture shows that the #10 turnout still exists in the mainline track. This turnout can be reused with some minor rehabilitation work.
- Install rail seal and asphalt @ West First Street Crossing. Asphalt to extend halfway to Vail existing main or 7 feet east and 10 feet west from centerline of the track.

- Install railroad crossbucks @ West First Street Crossing. This report assumes that crossbucks will be acceptable in lieu of gates and flashers.

***Engineering & Layout*** – Since the turnout on the Vail main is still in-place, it will be easy to reestablish the west leg of the wye. The east leg will have to be reestablished if required for this project.

***Site Clearing and vegetation control*** - This work will include the removal of all existing trees, stumps and other vegetation required to construct the roadbed. Weed spraying should be performed to insure that vegetation is controlled for years to come. The clearing limits shall be 15' from centerline of track and 25 feet high.

***Roadbed Preparation*** - Roadbed preparation work includes the cost of excavation, filling, compacting and shaping of subgrade to receive ballasted track. Remnants of the old tracks such as old ties and other debris will have to be removed from the site.

***Drainage*** - Provided that the roadbed is shaped properly, there should be minimal drainage issues with the connector tracks. Drainage will be limited to insuring that ditches flow into outlying drainage structures.

***Track Construction*** – A total of 1,070 feet of new track is required to connect the existing Vail Main to the Ohio Central Railroad. Track will constructed using the following materials:

*Rail* Rail shall be 115# minimum new or #1 quality used materials. To avoid out of date section, Atlas recommends that the only other sections that should be considered are 131# RE, 132# RE, 136# RE or 141 RE#.

*Tie Plates* 7 ½" x 13" minimum new or good quality relay double shoulder plates with a minimum of 6 holes.

*Joint Bars* Joint bars shall be new or good quality relay with a minimum of six holes. Toed bars should not be acceptable as they cause problems in maintenance of the Railroad.

*Ties* Ties should be 7" AREMA grade ties. Although some upfront savings can be realized by using a 7" Industrial grade tie, Atlas recommend that the grade tie be used due to the amount of traffic expected on the railroad. Tie to be spaced on 21" centers minimum.

*Ballast* Ballast should be AREMA #3 or #4 Limestone. Atlas has included the cost of bringing ballast in by truck and dumping stone by high rail vehicle. Rosebud should negotiate with the serving Railroad.

*Track Spikes* Track spike shall be Prime 5/8" x 6" manufactured form high carbon steel. Spiking pattern shall be two rail holding spikes per plate in tangent track and in curves up to two degrees. Track with curves greater than two degrees but less than 8 degrees there shall have a minimum of 4 spikes per plate. Track in curves over 8 degrees shall have a total of 5 spikes per plate.

*Rail Anchors* Rail anchors shall be 6" base new manufactured by Unit Rail Anchor or an approved equal. Anchors shall be applied at a rate of 32 per 39 feet of track.

*#10 Turnouts* All switches shall be Samson Undercut with the frogs being new railbound manganese. Turnouts shall be a heavy duty, new insulated, if required, matching rail section with adjustable braces and graduated risers. Turnout material furnished shall include all metals for a complete turnout including rail, 16' 6" double reinforced Samson points with 39' undercut stock rails. AREMA Design 224-55-E82 adjustable switch brace plates, gage plate, switch side plates, switch heel plates, and frog plating shall be new. The frog shall be rail-bound manganese frog with twin hook tie plates and a pair of guard rails. The switch stand shall be Bethlehem Model 51A with a 5 ¼" steel non-breakable crank, connecting rods and reflectorized yellow/green targets masts, Bowtie "back saver" handles. Thimbles shall be supplied with each heel joint assembly. WC Hayes standard Model FM Switch Point Guard shall be furnished with each turnout.

*Road Crossings* Track in crossing shall be constructed same as above accept that tie spacing will be 18".Drainage will be provided through crossing, if required to facilitate flow of water. Rail seal shall be furnished and installed on the gauge and field side of rail and fastened t manufacturer's recommendations. Asphalt pavement will be replaced at the same thickness as the current roadway depth.

# Area #2 – Mainline Track Rehabilitation

This area encompasses the track located just south of the Ohio Central Diamond to the end of track at Gate #2 of the Aleris Plant. The length of track currently in place is approximately 1.5 track miles. For the most part the track is in fair condition. The existing rail section is 6" base with double shoulder plates and six-hole bars.

Atlas recommends the following work:

- Ties are in fair to poor condition and approximately 2000 ties are figured to be replaced.
- Atlas has assumed that approximately 975 LF of rail will need to be replaced.
- The entire track should be ballasted and surfaced to proper elevation.
- There are five road crossings traversing over 215 feet of track. See Table I for a schedule of crossings in this area.
- Atlas has assumed that signals will have to be replaced and/or repaired at Holiday and Trenton Roads. Pictured below is Trenton Road. Atlas has assumed that some of the existing materials can be salvaged for reinstallation of signals and gates.

- The PUC will determine whether additional signals will be required at the other three crossings. Atlas has assumed that crossbucks will suffice.

- Minor brushcutting will be required to provide proper clearances for train operation. In addition, prior to train operation, the track should be sprayed with an approved weed killer.

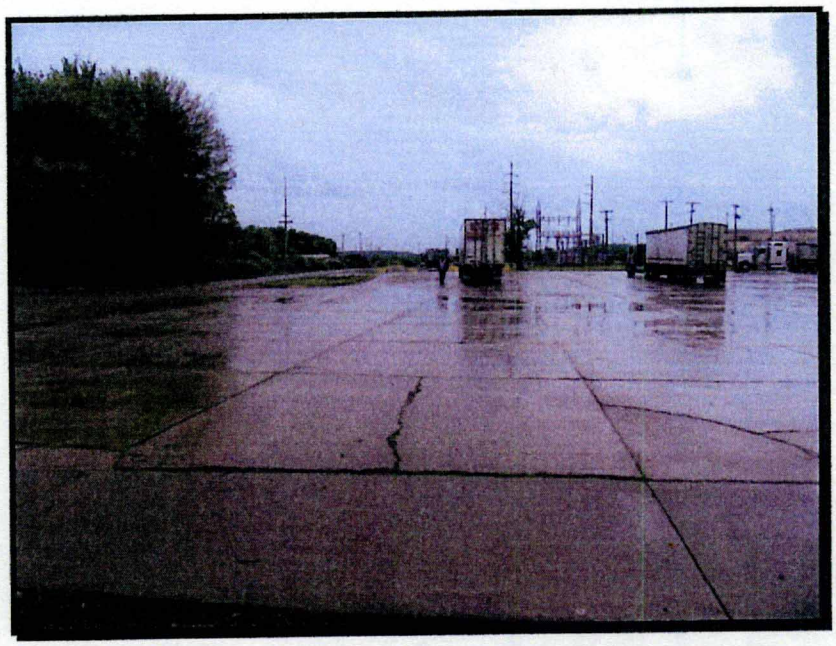
The existing track comes to an end at Gate #2 of the Aleris Plant. The picture below shows that the crossing @ Gate #2 is approximately 5 to 6 feet lower than where the track ends. It appears that the track bed was cut away for the entire remaining length of the Aleris property and then goes back into the original elevation beyond. The following pictures show the end of the track as well as the issues facing the track construction into the crossing area.

**The picture below is looking south at Holiday Road Crossing**

Atlas has assumed that flashers and gates will be required at this crossing. Please note that there is an existing siding located immediately south of the crossing. There is a possibility that the turnout can be reused in another location. For the purposes of this report, Atlas assumed that all turnouts will be brought in from offsite.

# Area #3 – Mainline Track Reconstruction

**This area is the largest and most expensive part of the project. The area starts at the end of the existing track at Gate #2 of the Aleris plant and continues approximately 82,200 track feet into Freeport, Ohio. As shown on Area #2, the trackbed will either need to be lowered to accommodate the Aleris crossing and the concrete parking lot shown below .....**



**. . . or cut off access for these areas of the plant. The track will have to traverse over approximately 617 feet of concrete/asphalt pavement. At the end of this plant the roadbed rises up to its original elevation as shown below.**

There is access to a substation that will have to be accounted for, but this could be a gravel crossing. The trackbed continues on through a private driveway down into the Newport area. The track will have to be constructed through a couple of backyards before it opens into fields. The picture below is the trackbed between Waterworks Road and Newport Avenue.

The trackbed continues into the country side and through the towns of Stillwater, Tippecanoe and eventually Newport. There is a brick lined tunnel (Tennent's Tunnel) that runs under Friendly Ridge Road that is approximately 310 feet in length. There are a total of 11 bridges in various stages of disrepair. There are 10 bridges that have piers and/or abutments, but will require steel/precast stringers, bridge deck and walkways. There is one bridge south of the Tennent's tunnel that has the steel and bridge timbers in place (See picture below).

**Please find below a typical picture of a bridge with abutments and piers in place, but void of stringers.**

**A summary of the bridges are shown in Table II.**

**There is a total of 960 feet of road crossing to be considered, including the 570 feet through the Aleris parking lot. Excluding the Aleris area, there are a total of 12 road crossings totaling 343 feet of track. Route 342 & Route 800 appear to be the busiest of these roads.**

***Engineering & Layout*** - The layout of the project should be fairly straight forward as the existing grade is still visible in most areas. Bridges that are partially intact will need to be analyzed for soundness of the abutments, wing walls and piers. Design of the superstructure must be performed as well as a timber decking plan. Tennent's Tunnel must be analyzed for stability to insure suitability for use. Sediment and erosion control plans will have to be developed in order to obtain permits from the governing environmental agencies. A thorough review of the interface between roadways and the Railroad will be required in order to determine the level of warning required for vehicular traffic.

***Site Clearing & Vegetation Control*** - There are very few areas where vegetation has not overrun the Railroad. The entire right of way will need to be cleared 30 to 40 feet wide. At crossing areas, the right of way needs to be cleared to the property line and for 500 feet either direction from the edge of crossing. Please find below typical pictures of existing conditions.

Some areas are being maintained by local property owners who use the trackbed to access farmlands and hunting cabins.

***Drainage*** - In the short period allotted to examine the area, it is impossible to examine each and every drainage structure. The roadbed, for the most part, is devoid of water with the exception of areas where ditches can be cut to divert water flow into adjacent drainage ponds and streams. There are a few areas like the one shown below where it may be necessary to replace a culvert that has collapsed causing problems with the subgrade.

***Roadbed Preparation*** - As stated earlier the roadbed is fairly defined in most of the areas. Vegetation must be stripped and the subgrade compacted. Some areas will need to be excavated, and fill placed, in order to establish a firm roadbed. Ditches must be reestablished to provide for flow of water away from the trackbed. In addition to the Aleris grade separation, at Stillwater, the roadbed has been cut away in three areas to provide for access to a housing complex. One of the crossings can probably be worked into the grade without major issues. We believe that one crossing can be eliminated with the remaining crossing being modified as needed to meet the Railroad's requirement. Atlas feels that a total of 15,000 tons of subballast will be required to shore up areas of deficient subgrade.

***Track Construction*** - The total amount of track to be constructed in this area is 82,200 linear feet. Track construction materials are figured to be the same as those stated in Area #1 Connector Track Section of this report. Roads into remote areas may have to be constructed in order to bring on materials efficiently. These roads will also provide access during bridge construction.

***Bridgework*** - There are a total of 11 bridges in various stages of disrepair. The majority of the bridges in this section have Abutments and piers intact. An allowance has been made in the budget for repair of these structures. New steel stringer, bearings, plates etc will have to

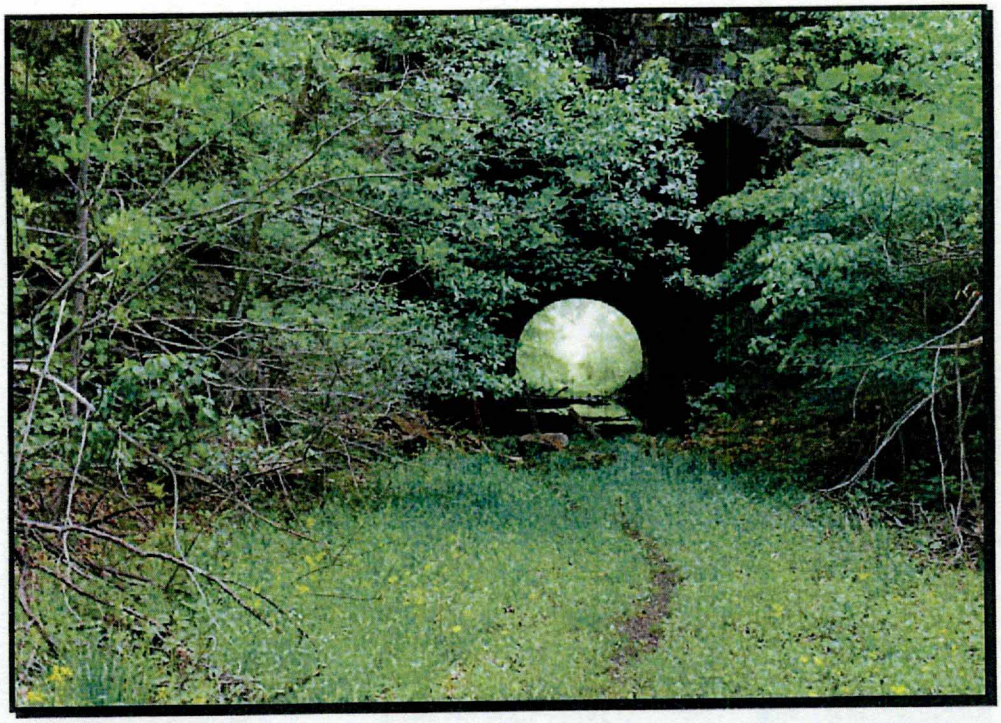
purchased and installed in order to make 10 of the bridges operational. It should be noted that only eight of the ten bridges were actually seen. Since the two inaccessable bridges are surrounded by other bridges that have abutments and piers intact, Atlas assumed that only steel and timbers will be required to complete the structure. The price of the stringers is based on using deck girders versus thru plate girders. Deck plate girders are less expensive and Atlas feels safe on this assumption, since the one bridge that has steel is of deck plate girder construction. The bridge south of the tunnel will require a review of the steel and bridge timbers. Atlas has figured to replace 133 timbers along with the timber guard rail.

***Road Crossings*** - There are a total of 12 road crossings totaling 342 feet on length. Crossing will be reconstructed using rail seal and asphalt surface. This total excludes the area at Aleris which would add another 617 feet. Please find a complete list of grade crossings in Table I. Atlas feels that signal work will be required for at least two of the 12 grade crossings. These crossing are Route 800 in Stillwater and Route 342 in Freeport. Route 800 can be seen below:

**Bridge #18 is located within 50 feet of the edge of this crossing.**

## Tennant's Tunnel

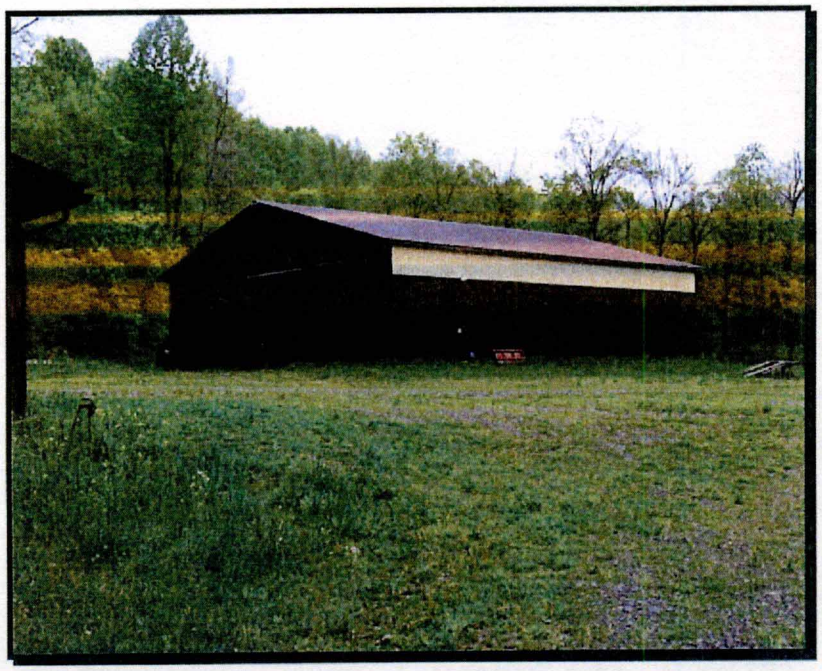
Tennent's tunnel traverses under Friendly Ridge Road. Access to the tunnel can be made via a private road that has taken the place of the Railroad in some areas. See community interaction section below for details. The tunnel is approximately 310 feet long and brick-lined type construction. Water resides in the tunnel and drainage ditches must be provided to stabilize the roadbed. Bridge #10 is approximately 100 feet north of the tunnel thereby cutting off vehicular access. The southeast quadrant outside the tunnel has experienced excessive earth movement and will need to be stabilized. Pictures of the tunnel are shown below:



***Community Interaction*** - The interface with the local community in this section will run from business interferences to farmland disruption and even access to private homes. How

many of these areas are legally traversed in unknown. Atlas will provide an overview of some of the key areas encountered on the site visit.

1. Between Newport and Urichsville, there is a business known as Aleris. As noted above, this enterprise has cut roadways and parking lots through the project track bed area. Pictures are shown on page one of this section.
2. Access to private dwellings will be cutoff or access provided. The private road that is located directly south of the tunnel provides access to what appears to be a few houses and a business:



3. There are many single homes that will be blocked off by the Railroad installation.
4. Farmers using the roadbed to get to their fields will be impacted.
5. The general public will need to be notified prior to train operations as vehicular traffic will not be expecting railroad traffic on roads marked with crossbucks.

# Area #4 - Freeport Loop

This area starts at the end of Area #3 @ Station 2278+95 and continues through Guernsey County to a pre-existing loop at the mine site. The total length of this area is approximately 24,900 track feet. For the previous areas, Atlas had access to the Railroad maps to augment the site visit. In this area, the team was limited to one day's visit on the site. The Railroad crosses the creek in two areas. The bridges do not exist and will have to be totally reconstructed. Another bridge will have to be built across County Road 98/Skull Fork Road. The Railroad will traverse through three road crossings.

*Engineering and Survey* - The layout of this area should be fairly straight forward as the existing grade is still visible in most areas. Sediment and erosion control plans will have to be developed in order to obtain permits from the governing environmental agencies. New bridge design will be required for all three bridges. A thorough review of the interface between roadways and the Railroad will be required in order to determine the level of warning required for vehicular traffic. The two ten foot culverts are working somewhat, but not to the full design intent.

*Site Clearing & Vegetation Control* - There are very few areas where vegetation has not overrun the Railroad. The entire right-of-way will need to be cleared 30 to 40 feet wide. At crossing areas, the right of way needs to be cleared to the property line and for 500 feet either direction from the edge of crossing. The picture below was taken north of Covered Bridge Road.

This area has been kept clear for a farmer to get to the fields. Four wheelers have also kept the roadway somewhat open. After the track is constructed, weed spraying should be conducted to keep vegetation manageable.

***Drainage*** - There are two large culverts in the loop that will need to be reworked to drain properly. One is impacted by the presence of a beaver dam. The other needs to be open up to increase water flow. Approximately 50% of the loop is in a cut with standing water. Drainage ditches need to be cut, on either side of the track, to let water flow into adjacent waterways. From the loop to Freeport, a combination of ditches and 12" culverts will be required to keep the roadbed free of water.

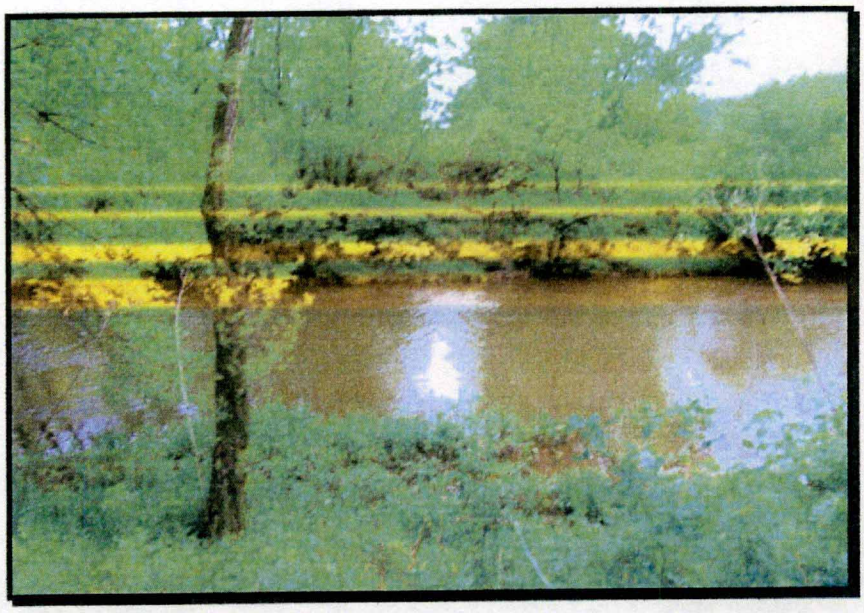
***Roadbed Preparation*** - The cutting of the roadbed is straight forward once the trees and brush have been cleared. The roadbed needs to be crowned to keep water flowing into drainage ditches. Atlas estimated that a total of 2000 tons of subballast will be required to repair soft areas in the grade.

***Track Construction*** - The total amount of track to be constructed in this area is 29,400 linear feet. Track construction materials are figured to be the same as those stated in Area #1 Connector Track section of this report.

***Turnout Construction*** - A #10 turnout will have to be constructed at the beginning of the loop to allow for proper passage of trains. The turnout will be as specified in Area #1 Connector track.

***Bridgework*** - Three bridges will need to be constructed in the segment of the project. Two bridges will be over a creek bed and one over County Road 98. Pictured below is the site of the County Road 98 bridge

**The following picture shows where the track must cross over the creek immediately south of Freeport**



The pricing is based on using the same steel design as in Area #3. The lengths of the bridges have been estimated and will require a survey before proceeding further.

***Road Crossings*** - The Railroad crosses three crossings totaling 152 TF as follows:

Burrel Avenue
Skull Fork Road
Covered Bridge Road

As with the other areas, each crossing must be analyzed for signal requirements. The estimate assumes that crossbucks will be sufficient for protection on these crossings. Crossing will be constructed using rail seal and asphalt surface. The asphalt is estimated to be 20 foot wide and 7" thick at each crossing.

***Community Interaction*** - Rosebud has commenced negotiations with the organization owning the surface property in Guernsey County. Between Covered Bridge and Skull Fork Road, the local people have maintained the roadbed for access to farms, houses and other recreational use. The agreements between these property owners and the Railroad must be researched to determine what is required to maintain access. It appears that there are many squatters in this area.

## *TABLE 1*

### *Schedule of Public Road Crossings*

| Road Name | On Val Map | Main or Other | Existing Track | Designation | Station | Length | Existing Type | Existing Signals |
|---|---|---|---|---|---|---|---|---|
| West First Avenue | Yes | Main | Yes | T291 | 318674 | 32 | Solid Timber | Crossbucks |
| West First Avenue | Yes | Wye Track | Yes | T291 | 318674 | 32 | Asphalt | Crossbucks |
| Trenton Avenue | Yes | Main | Yes | T281 | 317719 | 72 | Asphalt | Gates & Flashers |
| Holiday Avenue | Yes | Main | Yes | T129 | 315866.5 | 40 | Solid Timber | Flashers |
| Newport Road | Yes | Main | Yes | | 314592 | 26 | Plank | |
| Aleris Entrance #1 | No | Main | Yes | | | 45 | 170 | |
| Aleris Entrance #2 | No | Main | No | close this entrance do to grade differential? | | 47 | | |
| Aleris Concrete Lot | No | Main | No | Parking lot | | 336 | | |
| Aleris Concrete Lot | No | Main | No | Parking lot | | 270 | | |
| Waterworks Hill Road | Yes | Main | No | | | 18 | Asphalt | |
| Newport Lane SE | Yes | Main | No | | | 20 | Asphalt | |
| Walford Road Southeast | Yes | Main | No | | | 45 | Asphalt | |
| Lower Stillwater Road | Yes | Main | No | Grade Differential | | 16 | | |
| Middle Stillwater Road | No | Main | No | Grade Differential | | 16 | | |
| Upper Stillwater Road | Yes | Main | No | | | 16 | | |
| Route 800 Crossing | Yes | Main | No | | | 60 | | |
| CutOff Road | Yes | Main | No | | | 18 | Tar & Chip | |
| Long Street | Yes | Main | No | | | 24 | | |
| Spencer St Route 6 | Yes | Main | No | | | 32 | | |
| White | Yes | Main | No | | | 16 | | |
| Owen St | Yes | Main | No | Does not appear to exist | | | | |
| Route 342 | Yes | Main | No | | | 50 | | |
| Freeport to Loop | | | | | | | | |
| Burrel Avenue | Yes | Main | No | | | 32 | | |
| Skull Fork Road | | | | | | 80 | | |
| Covered Bridge Road | | | | | | 40 | | |
| | | | | | | 1383 | | |

*Table 1 Schedule of Public Road Crossings*

## *TABLE 2*

### *Schedule of Bridges*

| Bridge # | Over | Track Delineation | Length Ft | Spans | Abutmemt North Face | Pier #1 | Span #1 Length | Pier #2 | Span #2 Length | Abutmemt South Face | Span #3 Length |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Freeport Loop** | | | | | | | | | | |
| 3 | County Road 98/Skull Fork Road | Bridge Totally Out | 200 | | | | | | | | |
| 4 | North of Skull Fork Rd Across from ... Alexander Ridge Road | Bridge Totally Out | 200 | | | | | | | | |
| 6 | North of Skull Fork Rd South of Burrel Ave | Bridge Totally Out | 200 | | | | | | | | |
| | **Mainline to Wye** | | | | | | | | | | |
| 9 | Stillwater Creek | Steel/Timbers in place | 137 | 3 | 239361.2 | 239315.5 | 45.7 | 239270 | 45.5 | 239224.3 | 45.7 |
| 10 | Stillwater Creek | Steel Missing | 72.1 | | 245060 | | | | | 245132.1 | |
| 11 | Stillwater Creek | Did not see | 157.2 | 1 | 248439.5 | 248387.1 | 52.4 | 248334.7 | 52.4 | 248282.3 | 52.4 |
| 12 | Stillwater Creek | Did not see | 202.7 | 3 | 251903.1 | 251834.5 | 68.6 | 251769.2 | 65.3 | 251700.4 | 68.8 |
| 13 | Stillwater Creek | Steel Missing | 128.7 | 3 | 257162.5 | 257119.6 | 42.9 | 257077 | 42.6 | 257033.8 | 43.2 |
| 15 | Stillwater Creek | Steel Missing | 153.6 | 3 | 258749.9 | 258698.6 | 51.3 | 258647.5 | 51.1 | 258596.3 | 51.2 |
| 16 | Stillwater Creek | Steel Missing | 157.1 | 3 | 260798.4 | 260745.3 | 53.1 | 260694.4 | 50.9 | 260641.3 | 53.1 |
| 17 | Stillwater Creek | Steel Missing | 202.8 | 3 | 275882.4 | 275813.6 | 68.8 | 275748.3 | 65.3 | 275679.6 | 68.7 |
| 18 | Big Stillwater Creek | Steel Missing | 151.5 | 3 | 281079.4 | 281028.5 | 50.5 | 280977.6 | 50.5 | 280926.4 | 50.5 |
| 19 | Highway Bridge over Tracks | | | | | | | | | | |
| 20 | Big Stillwater Creek | Steel Missing | 169.9 | 3 | 294565.7 | 294508.5 | 57.2 | 294453.1 | 55.4 | 294395.8 | 57.3 |
| 21 | Big Stillwater Creek | Steel Missing | 181.9 | 3 | 301310 | 301249.1 | 60.9 | 301188.8 | 60.3 | 301128.1 | 60.7 |
| | Steel & Deck total | | 1578 | Feet | | | | | | | |
| | Complete Rebuild total | | 600 | Feet | | | | | | | |
| | Bridge Rehabilitation total | | 137 | Feet | | | | | | | |
| | Total | | 2315 | Feet | | | | | | | |

*Table 2 Schedule of Bridges*

## *TABLE 3*
## *Schedule for Summary of Cost*

| Area # | Area Description | Area Cost | |
|---|---|---|---|
| 1 | Connector Track | $ | 413,890 |
| 2 | Track Rehabilitation | $ | 800,319 |
| 3 | Mainline Track Construction | $ | 25,829,405 |
| 4 | Freeport Loop Track Construction | $ | 11,199,288 |
| 5 | Engineering & Survey 2.5% | $ | 956,073 |
| 6 | Contingency 2 % | $ | 783,979 |
| | Total | $ | 39,982,954 |

***Table 3 Schedule for Summary of Cost***

## *TABLE 4*

### *Schedule for East Leg Connector Track Cost Estimate*

**Area #1**

| Item # | Item Description | Quantity | Unit | Unit Price | Total |
|---|---|---|---|---|---|
| 1 | Brushcutting | 1 | LS | $ 29,150 | $ 29,150 |
| 2 | Sitework | 1 | LS | $ 17,000 | $ 17,000 |
| 3 | Drainage (Ditching) | 1000 | LF | $ 5.45 | $ 5,450 |
| 4 | New Track Construction | 1070 | TF | $ 191 | $ 204,370 |
| 5 | #10 Turnout Construction | 2 | Each | $ 72,000 | $ 144,000 |
| 6 | West First Street Crossing | 32 | TF | $ 435 | $ 13,920 |
| | Total | | | | $ 413,890 |

***Note: The cost to construct the east end of the wye would be similar to the above, except the crossing can be eliminated and the track can be shortened by 200 feet. See Below***

**Area #1 Alternate**

**Schedule West Leg Connector Track Cost Estimate**

| Item # | Item Description | Quantity | Unit | Unit Price | Total |
|---|---|---|---|---|---|
| 1 | Brushcutting | 1 | LS | $ 24,000 | $ 24,000 |
| 2 | Sitework | 1 | LS | $ 20,000 | $ 20,000 |
| 3 | Drainage (Ditching) | 800 | LF | $ 5.45 | $ 4,360 |
| 4 | New Track Construction | 870 | TF | $ 191 | $ 166,170 |
| 5 | #10 Turnout Construction | 2 | Each | $ 72,000 | $ 144,000 |
| | Total | | | | $ 358,530 |

*Table 4 Schedule for East West Leg Connector Track Cost Estimate*

## *TABLE 5*

### *Schedule for Track Rehabilitation Track Cost Estimate*

Area #2

| Item # | Item Description | Quantity | Unit | Unit Price | Total |
|---|---|---|---|---|---|
| 1 | Tie Changeout | 2000 | Each | $ 89 | $ 178,000 |
| 2 | Rail Changeout | 975 | LF | $ 56 | $ 54,600 |
| 3 | Ballasting | 1600 | Tons | $ 32 | $ 51,200 |
| 4 | Surfacing | 7920 | TF | $ 1.45 | $ 11,484 |
| 5 | Road Crossings | 215 | TF | $ 500 | $ 107,500 |
| 6 | Weed Spraying | 1.5 | TM | $ 590 | $ 885 |
| 7 | Brushcutting | 1.5 | TM | $ 1,100 | $ 1,650 |
| 8 | Signals Trenton & Holiday Roads | 1 | LS | $ 395,000 | $ 395,000 |
| | Total | | | | $ 800,319 |

*Table 5 Schedule for Track Rehabilitation Track Cost Estimate*

## *TABLE 6*

### *Schedule for Main Track Reconstruction Track Cost Estimate*

**Area #3**

| Item # | Item Description | Quantity | Unit | Unit Price | Total |
|---|---|---|---|---|---|
| 1 | Clearing & Grubbing | 15.75 | TM | $ 31,500 | $ 496,125 |
| 2 | Subgrade Preparation | 82200 | TF | $ 9 | $ 739,800 |
| 3 | Drainage (Ditching) | 82200 | LF | $ 4.5 | $ 369,900 |
| 4 | Subballast | 15000 | Tons | $ 27 | $ 405,000 |
| 5 | New Track Construction | 82200 | TF | $ 184 | $ 15,124,800 |
| 6 | Bridgework | 1715 | LF | $ 4,300 | $ 7,374,500 |
| 7 | Public Road Crossings | 1016 | TF | $ 455 | $ 462,280 |
| 8 | Signals Route 800 & Route 342 | 1 | LS | $ 550,000 | $ 550,000 |
| 9 | Tunnel Rehabiltaion | 1 | LS | $ 145,000 | $ 145,000 |
| 10 | Private Crossings | 30 | Each | $ 5,400 | $ 162,000 |
| | Total | | | | $ 25,829,405 |

*Table 6 Schedule for Main Track Reconstruction Track Cost Estimate*

## *TABLE 7*

***Schedule for Freeport Loop Track Construction Track Cost Estimate***

**Area #4**

| Item # | Item Description | Quantity | Unit | Unit Price | Total |
|---|---|---|---|---|---|
| 1 | Clearing & Grubbing | 4.7 | TM | $ 31,000 | $ 145,700 |
| 2 | Subgrade Preparation | 1 | LS | $ 272,976 | $ 272,976 |
| 3 | Drainage | 1 | LS | $ 110,000 | $ 110,000 |
| 4 | Subballast | 2000 | Tons | $ 27.50 | $ 55,000 |
| 5 | New Track Construction | 24816 | TF | $ 182 | $ 4,516,512 |
| 6 | #10 Turnout | 1 | Each | $ 87,000 | $ 87,000 |
| 7 | Bridgework | 550 | LF | $ 10,750 | $ 5,912,500 |
| 8 | Public Road Crossings | 152 | TF | $ 425 | $ 64,600 |
| 9 | Private Crossings | 7 | Each | $ 5,000 | $ 35,000 |
| | Total | | | | $ 11,199,288 |

*Table 7 Schedule for Freeport Loop Track Construction Track Cost Estimate*

Addendum to I.B.R., Item 29
Rosebud Mining Company

**Affidavit**

State of Ohio, _____ County, ss _____ being first duly sworn, says that the following information explained below is correct.

I/We have resided near the land described below for the ten year period prior to the Limited Warranty Deed granted to Rosebud Mining Company on January 15, 2009.

The area shown in green on the attached map was used for the production of crops less than five (5) years out of ten (10) years preceding the transaction.

Description of the land:

Situated in Section 24, Township 11 Range 7, Freeport Township, Harrison County, Ohio and being that area shown in green on the map attached hereto, and made a part hereof. This area was used as undeveloped, cropland and roadway during the ten years.

_____ _____

Signature (Property Owner) Date

Sworn to before me and subscribed in my presence this _____ day of _____, 20___.

_____

Notary Public